

located to the fixed, mobile and broadcasting services.

(256) In North Borneo, Brunei, Sarawak, Singapore and Malaya, the band 72.3-74.6 MHz is also allocated to the aeronautical radionavigation service; the band 100-108 MHz is allocated to the fixed, mobile and broadcasting services.

(274) In Bulgaria, Japan, Poland, Portugal, Portuguese Overseas Provinces in Region 1 south of the equator, Roumania, Sweden, Czechoslovakia and the U.S.S.R. existing stations in the aeronautical mobile (OR) service in the band 132-136 MHz, may continue to operate for an unspecified period on a primary basis.

(275) In Burundi, Ethiopia, Gambia, Malawi, Nigeria, Portuguese Overseas Provinces in Region 1 south of the equator, Rhodesia, Rwanda, Sierra Leone and in the Republic of South Africa, the band 138-144 MHz is allocated to the fixed and mobile services. In these countries, existing stations in the fixed and mobile services may continue to operate in the band 132-136 MHz until 1 January 1978.

(281C) In Bulgaria, Hungary, Kuwait, Lebanon, Poland, the United Arab Republic, Roumania, Czechoslovakia, the U.S.S.R. and in Yugoslavia, the band 137-138 MHz is also allocated to the aeronautical mobile (OR) service.

(295) In India, the band 197-216 MHz, and in New Zealand, Pakistan and the Philippines, the band 200-216 MHz are also allocated to the aeronautical radionavigation service.

(305) In Nigeria, Sierra Leone and Gambia, the band 223-251 MHz is also allocated to the broadcasting service.

(314) In the United Kingdom, the band 400.05-420 MHz is also allocated to the radiolocation service; however, between 400.05 and 410 MHz the allocation to the radiolocation service is on a secondary basis.

(323) In Indonesia, the band 420-450 MHz is also allocated, on a secondary basis, to the fixed service and mobile, except aeronautical mobile, service.

(324) In Australia, the band 420-450 MHz is also allocated to the fixed service until the frequency assignments in this band for the fixed service stations are transferred to another band.

(334) In Region 1, tropospheric scatter systems may operate in the band 2550-2690 MHz, subject to agreement between the administrations concerned and those having terrestrial radiocommunication services, operating in accordance with the Table, which may be affected.

(334B) In Algeria, Bulgaria, Hungary, Poland, the United Arab Republic, Yugoslavia, Roumania, Czechoslovakia and the U.S.S.R., tropospheric scatter systems may operate in the band 2690-2700 MHz under agreements concluded between administrations concerned and those having services operating in accordance with the Table, which may be affected.

(368) In Albania, Austria, Belgium, Bulgaria, Hungary, Poland, Roumania, Sweden, Switzerland, Czechoslovakia and the U.S.S.R., the band 3100-3300 MHz is also allocated to the radionavigation service.

(368) In Albania, Bulgaria, Hungary, Poland, Roumania, Czechoslovakia and the U.S.S.R., the band 5470-5699 MHz is also allocated to the aeronautical radionavigation service.

(394) In Australia and the United Kingdom, the band 3250-3400 MHz is allocated to the radiolocation and fixed-satellite services.

(407) In Albania, Bulgaria, Hungary, Poland, Roumania, Czechoslovakia and the U.S.S.R., the bands 13.25-13.5 GHz, 14.175-14.3 GHz, 15.4-17.7 GHz, 23.6-24 GHz, 24.05-

24.25 GHz and 33.4-36 GHz are also allocated to the fixed and mobile services.

(409) In Albania, Bulgaria, Hungary, Poland, Roumania, Czechoslovakia, and the U.S.S.R., the band 3.5-14 GHz is also allocated to the radionavigation service.

(412) In Japan the bands 24.25-25.25 GHz and 33.4-36 GHz, are also allocated to the meteorological aids service.

[FR Doc.76-37917 Filed 12-15-76; 8:45 am]

#### Title 49—Transportation

### CHAPTER I—MATERIALS TRANSPORTATION BUREAU, DEPARTMENT OF TRANSPORTATION

[Docket No. HM-128; Amdt. 175-3]

#### PART 175—CARRIAGE BY AIRCRAFT

##### Approval of Bulk Tanks for Transportation By Air

The purpose of this amendment to the Department's Hazardous Materials Regulations is to amend § 175.320(c) to require air carriers to obtain FAA Regional Office approval for the use of bulk tanks, associated piping, and the installation thereof, in the air carriage of flammable and combustible liquids. The present requirements of 49 CFR 175.320 (c) state that an approval under a supplemental type certificate is necessary for the air carriage of these materials in bulk tanks. This requirement for such an approval was published in an amendment to 14 CFR 103.37 on December 16, 1975, (40 FR 58284), under this docket. Subsequently, this requirement was set forth in 49 CFR 175.320 under Docket HM-103/112 published on April 15, 1976, (41 FR 15972).

Section 175.320(c) presently requires air carriers with aircraft having type certificates covering bulk tanks to also obtain supplemental type certificates. Type certificates are required for tanks installed in aircraft at the time of its manufacture. However, this section does not take into account the need for expeditious handling of requests for approval of tanks, piping, and installations due to changes in demand for air deliveries of fuel to remote locations such as the native villages in Alaska. These areas may become dependent on delivery of fuel by air on short notice. The Bureau believes that approval of the tanks, piping, and their installation is necessary. Accordingly, approval by the appropriate FAA Regional Office is specified. The appropriate Regional Office is that office either issuing the type certificate or responsible for the region in which the aircraft is operating.

Since this amendment concerns internal procedures of the Department, notice and public procedure thereon are not necessary. This amendment is effective on January 1, 1977 less than 30 days after publication in the FEDERAL REGISTER, since it does not impose additional requirements on the public and because compliance with amendments to 49 CFR 175.320(c) as published under Docket HM103/112 becomes mandatory on that date.

In consideration of the foregoing, Part 175 of Title 49 CFR is amended as follows:

In § 175.320, paragraphs (c)(1) and (c)(2) are revised to read as follows:

§ 175.320 Cargo-only aircraft; only means of transportation.

(c) \* \* \*

(1) The tanks and their associated piping and equipment and the installation thereof must have been approved for the material to be transported by the appropriate FAA Regional Office.

(2) In the case of an aircraft being operated by a certificate holder, the operator shall list the aircraft and the approval information in its operating specifications. If the aircraft is being operated by other than a certificate holder, a copy of the FAA Regional Office approval required by this section must be carried on the aircraft.

Effective: January 1, 1977.

(49 U.S.C. 1803, 1804, 1808; 49 CFR 1.53(e).)

NOTE.—The Materials Transportation Bureau has determined that this document does not contain a major proposal requiring preparation of an Inflation Impact Statement under Executive Order 11821 and OMB Circular A-107.

Issued in Washington, D.C. on December 8, 1976.

JAMES T. CURTIS, Jr.,  
Director,  
Materials Transportation Bureau.

[FR Doc.76-36592 Filed 12-15-76; 8:45 am]

### CHAPTER V—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 71-13; Notice 12]

#### PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

##### Motor Vehicle Brake Fluids

This notice amends Standard No. 116, Motor Vehicle Brake Fluids, to specify color coding requirements for hydraulic brake system fluids, to alter the warnings required on labels, to include a definition for "brake fluid," and to revise the definition of "hydraulic system mineral oil."

These amendments are based on a proposal to amend Standard No. 116 (49 CFR 571.116) issued by the National Highway Traffic Safety Administration (NHTSA) on December 5, 1975 (40 FR 56928). Interested persons were afforded an opportunity to submit comments on the proposal by February 5, 1976, and due consideration has been given to the 15 comments received. The National Motor Vehicle Safety Advisory Council did not take a position on the proposed amendments.

As proposed, paragraphs S1 and S3 of Standard No. 116 are amended to substitute the word "fluid" for the term "brake fluid," since the standard now includes requirements for hydraulic system mineral oils which are not normally called "brake fluids." A definition of the term "brake fluid" is added to the standard in order to clarify the distinction between it and hydraulic system mineral oil.